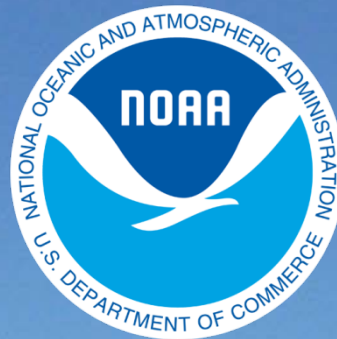


# BookletChart™

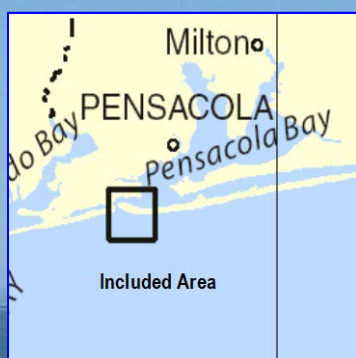
## Pensacola Bay Entrance

NOAA Chart 11384

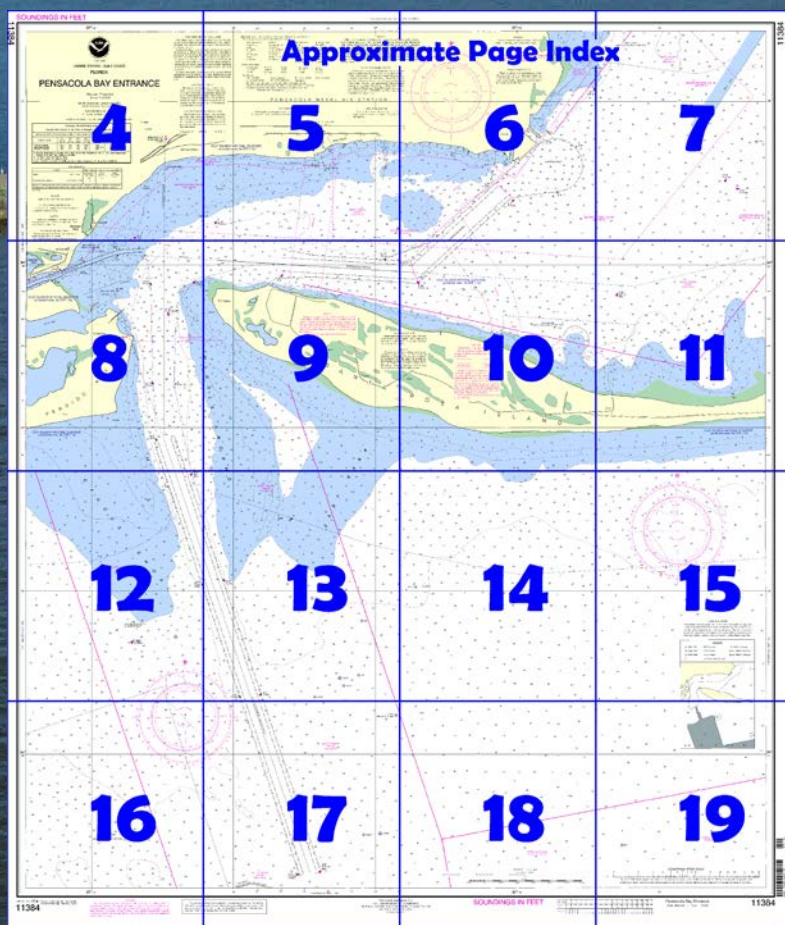


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

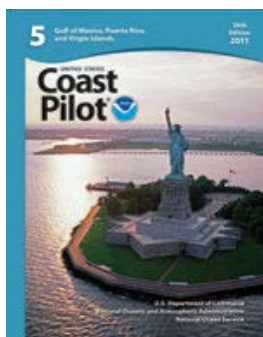
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11384>



#### [Coast Pilot 5, Chapter 9 excerpts].

**Pensacola Bay** has depths of 20 to 50 feet, and affords excellent shelter and anchorage; it is frequently used as a harbor of refuge. The bay is the approach to several towns and the city of Pensacola; to Escambia and East Bays, extending N and E, respectively, from its E end; to Blackwater Bay and Blackwater River N of East Bay; and to Santa Rosa Sound.

Vessels approaching Pensacola Bay by day can verify their positions by the appearance

of the land. For 40 miles E of the entrance, Santa Rosa Island presents a

white sand beach and low white sand hills with scattered clumps of trees and bushes; back of this on the mainland are thick woods. For 40 miles W of the entrance, the shore is low and thickly wooded nearly to the water, showing no breaks and very few hillocks. Soundings will indicate whether a vessel is E or W of the entrance, the 10-fathom curve approaches the coast much more closely E of the entrance. Depths of 10 fathoms less than 3 miles off the beach indicate the vessel is E of the entrance.

At night or in thick weather it is well for a vessel uncertain of her position to stay in depths of at least 12 fathoms until the light is sighted or the position is otherwise determined.

**Pensacola Light** (30°20'48"N., 87°18'30"W.), 191 feet above the water, and shown from a 171-foot conical brick tower, lower third white, upper two-thirds black, on the shore N of the entrance, is the principal mark for the entrance.

#### **Vessels should approach the harbor through the prescribed Safety Fairways.**

An obstruction was reported in the coastwise safety fairway about 5 miles SE of Caucus Channel entrance in about 30°14'20"N., 87°12'00"W. Several other submerged obstructions are in the fairway about 3.5 miles S of the channel entrance.

#### **Vessels should approach the harbor through the prescribed Safety Fairways.** (See 166.100 through 166.200, chapter 2.)

In July 1984, an obstruction was reported in the coastwise safety fairway about 5 miles SE of Caucus Channel entrance in about 30°14'20"N., 87°12'00"W. Several other submerged obstructions are in the fairway about 3.5 miles S of the channel entrance.

**Anchorage.**—**Vessels should anchor in the Pensacola Anchorage, E of the Safety Fairways.** (See 166.100 through 166.200, chapter 2.) In addition, good anchorage can be found in any part of the bay except S of the naval air station. Inside Pensacola Bay, the usual anchorage is off the city of Pensacola where the holding ground is good.

**Dangers.**—**East Bank** and **Middle Ground** form an extensive shoal area that extends 1.6 miles S from the W end of Santa Rosa Island. **Caucus Shoal**, with depths of 2 to 18 feet, extends 1.5 miles S from the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line.

A naval **restricted area**, a **restricted area** and a seaplane **restricted area** are in Pensacola Bay. (See 334.775, 334.778 and 334.780, chapter 2, for limits and regulations.)

**Currents.**—The diurnal velocity of the tidal current in Pensacola Bay Entrance in midchannel is about 1.7 knots at strength, although currents of up to 8 knots have been reported in the entrance and up to 5 knots at the Pensacola Naval Air Station pier.

In Caucus Cut, for 2 hours at the strongest of the ebb, the normal current has a velocity of 2 to 2.5 knots, setting SE somewhat across the channel in the vicinity of Fort Pickens. The flood has less velocity and sets along the channels. The flood has greater velocity following a norther than at other times.

Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade if drawing over 6 feet.

### **U.S. Coast Guard Rescue Coordination Center** **24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225



# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

## Mercator Projection Scale 1:10,000

North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## INTRACOASTAL WATERWAY

The project depth is 12 feet from Carrabelle, Florida to Brownsville, Texas. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.718" northward and 0.100" eastward to agree with this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Pensacola, FL KEC-86 162.40 MHz

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

## COLREGS: International Regulations for Preventing Collisions at Sea, 1972:

Demarcation lines are shown thus: --- --

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Pensacola Bay Entrance	(30°20'N/087°19'W)	feet 1.1	feet ---	feet ---

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Aug 2012)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blks boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

## PENSACOLA HARBOR ENTRANCE CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2012 AND SURVEY OF JAN 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
CAUCUS CHANNEL	35.0	35.0	35.0	35.0	11-10, 1-12	A500	3.1	A35
BARRANCAS CHANNEL	35.0	35.0	35.0	35.0	10-11, 1-12	A500	1.7	A35
PICKENS CHANNEL	43.6	45.5	45.5	445.9	1-09, 10	A500	2.8	A35

A. PROJECT DIMENSIONS OF 44 FEET FOR A WIDTH OF 800 FEET PROVIDED BY THE U.S. NAVY. AUTHORIZED USACE PROJECT IS 35 FEET FOR A WIDTH OF 500 FEET.

B. EXCEPT FOR A 43 FT OBSTRUCTION REPORTED BY AN NOS SURVEY AT 30°19'57.7" N, 087°16'39.3" W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



THE NATION'S CHARTMAKER SINCE 1807  
UNITED STATES - GULF COAST  
FLORIDA

# PENSACOLA BAY ENTRANCE

Mercator Projection  
Scale 1:10,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

PENSACOLA HARBOR ENTRANCE CHANNEL						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2012 AND SURVEY OF JAN 2012						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (MILES) DEPTH (FEET)
CAUCUS CHANNEL	35.0	35.0	35.0	35.0	11-10, 1-12	A500 3.1 A35
BARRANCAS CHANNEL	35.0	35.0	35.0	35.0	10-11, 1-12	A500 1.7 A35
PICKENS CHANNEL	43.6	46.5	45.5	44.9	1-08, 10	A500 2.8 A35

A. PROJECT DIMENSIONS OF 44 FEET FOR A WIDTH OF 800 FEET PROVIDED BY THE U.S. NAVY. AUTHORIZED USACE PROJECT IS 35 FEET FOR A WIDTH OF 500 FEET.

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION				
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NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Pensacola Bay Entrance	(30°20'N/087°19'W)	feet	feet	feet
		1.1	---	---

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**HEIGHTS**  
Heights in feet above Mean High Water.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 5 for important supplemental information.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**INTRACOASTAL WATERWAY**  
The project depth is 12 feet from Carrabelle, Florida to Brownsville, Texas.  
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**NOAA WEATHER RADIO BROADCASTS**  
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Pensacola, FL KEC-86 162.40 MHz

TANK

TANK

PENSACOLA LT  
Fl 20s 191ft 27M  
F G 54ft

GULF ISLANDS NATIONAL  
(protected area: 36 CP)

San Carlos Beach

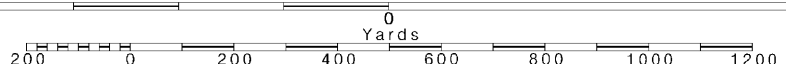
CONTINUED ON CHART 11378

30° 20'

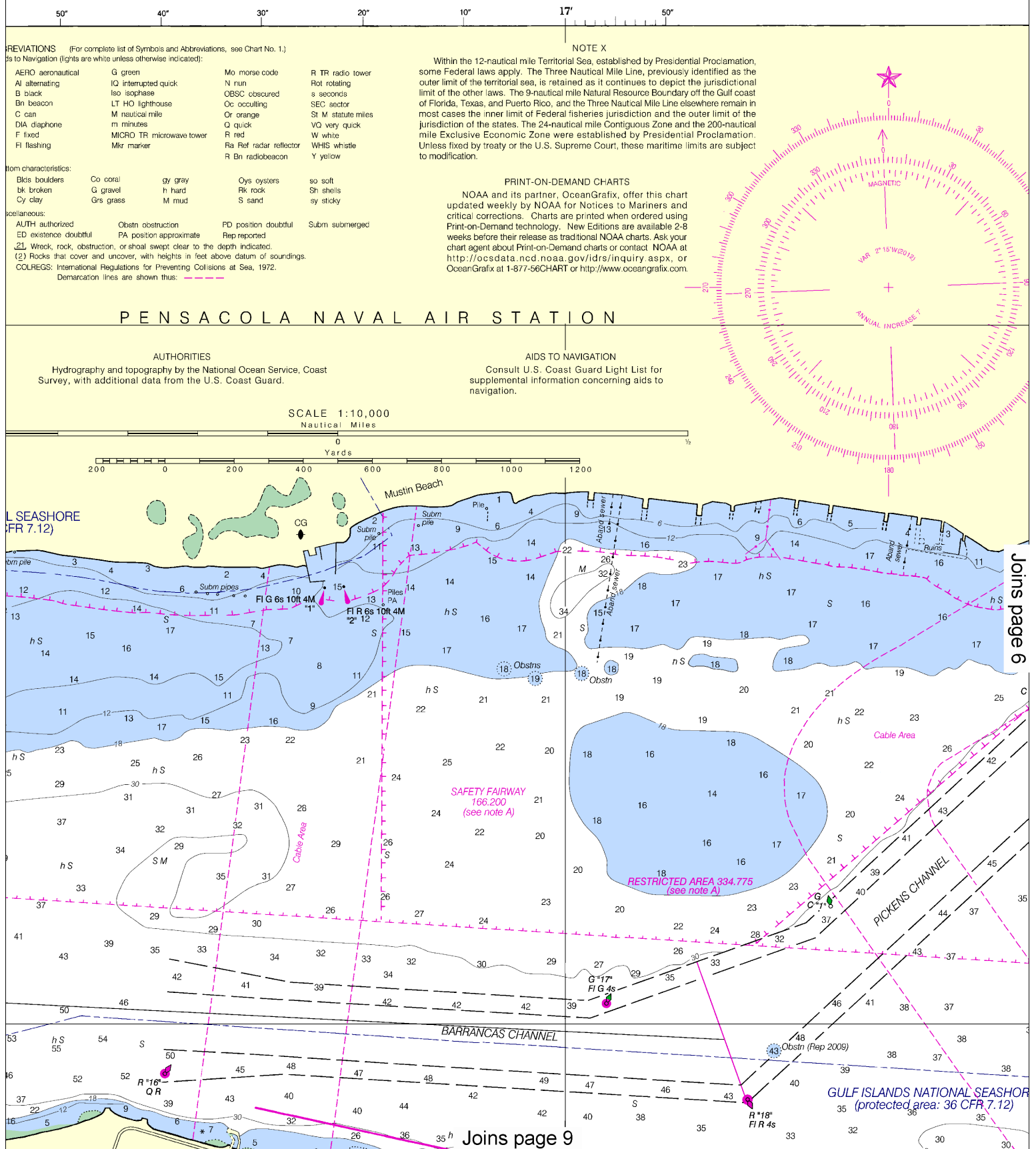
Joins page 8

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

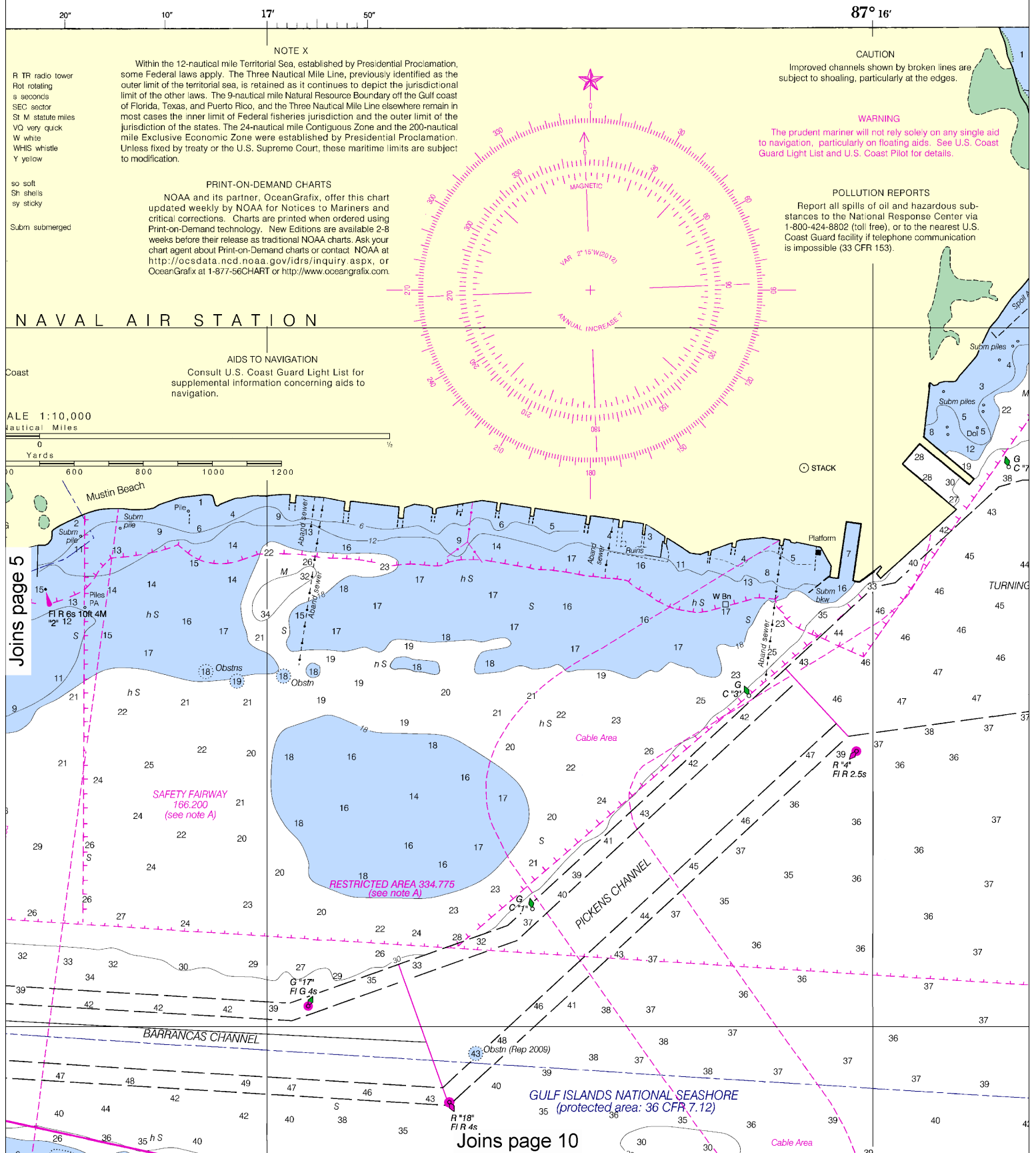
See Note on page 5.



Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:13333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



6

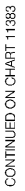
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.

YARDS 0 200 400 600 800 1000 1200

11384

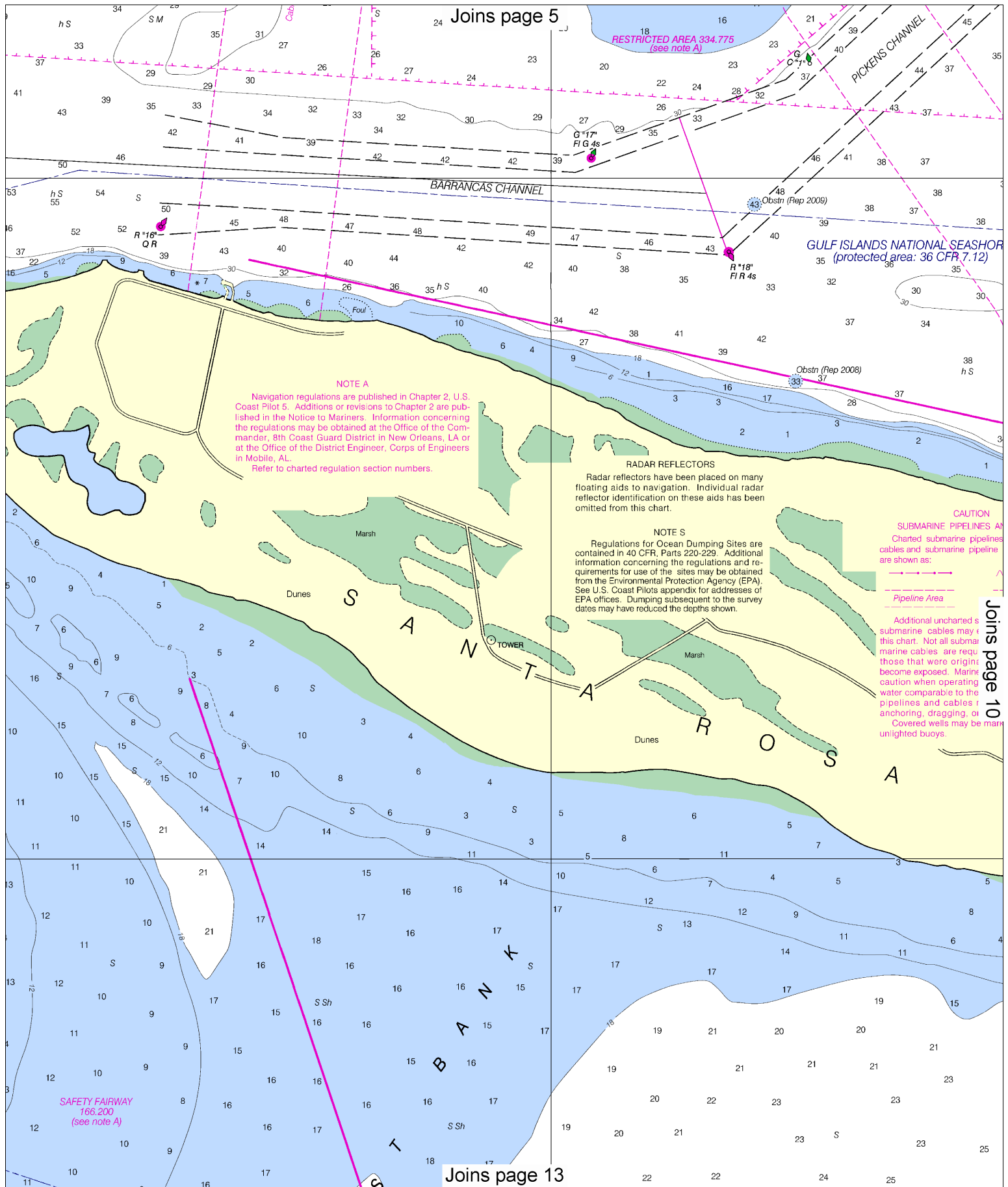


7









Joins page 5

RESTRICTED AREA 334.775  
(see note A)

PICKENS CHANNEL

BARRANCAS CHANNEL

GULF ISLANDS NATIONAL SEASHORE  
(protected area: 36 CFR 7.12)

**NOTE A**  
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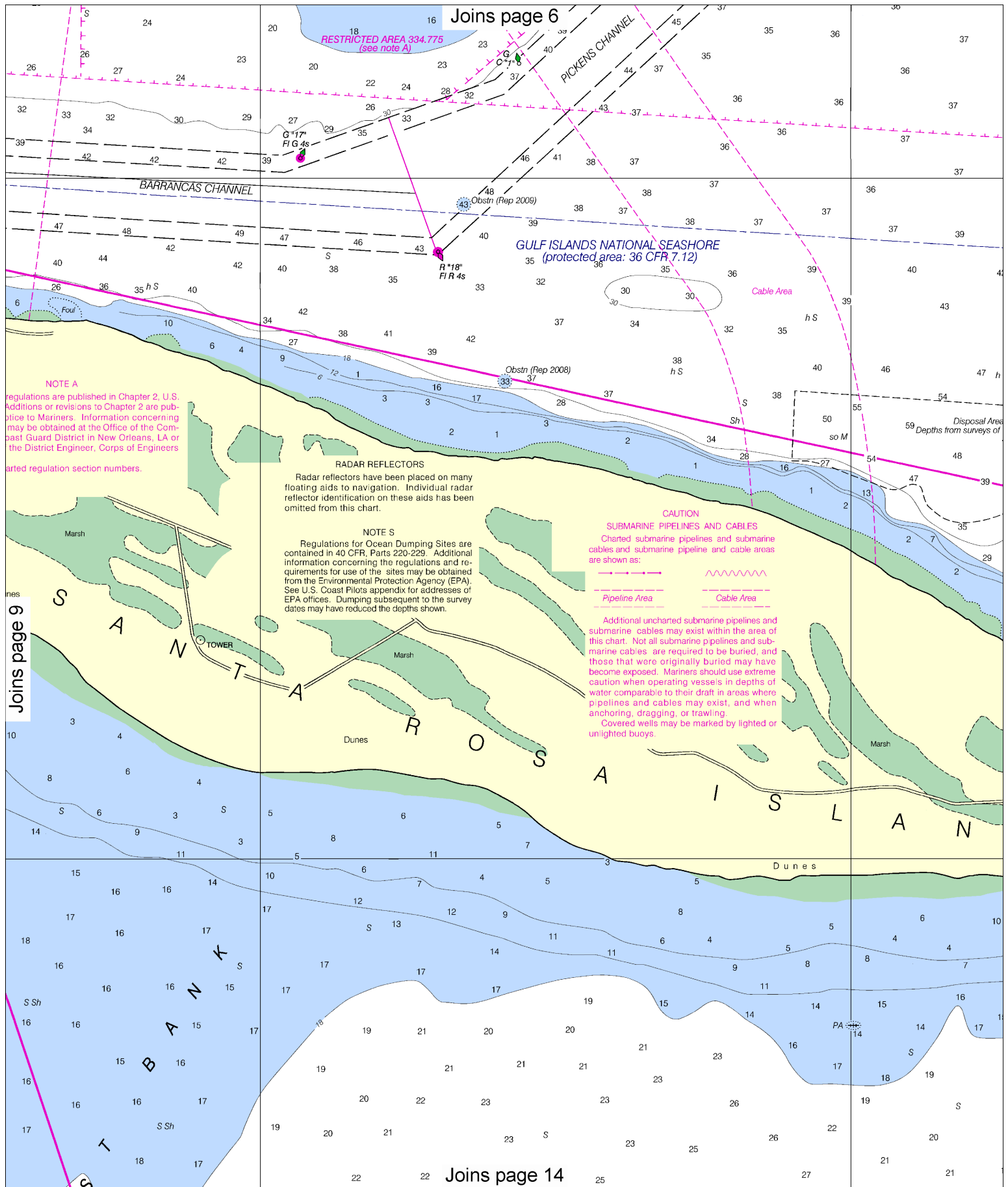
**CAUTION**  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines, cables and submarine pipelines are shown as:  
Pipeline Area

Additional uncharted submarine cables may be shown on this chart. Not all submarine cables are required to be marked. Marine caution when operating water comparable to the pipelines and cables in anchoring, dragging, or covering wells may be marked with unlighted buoys.

SAFETY FAIRWAY  
166.200  
(see note A)

Joins page 13

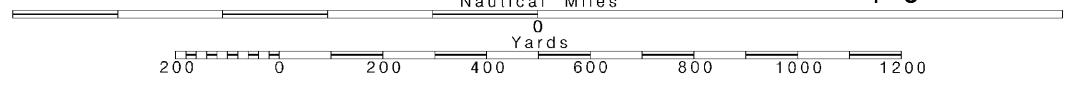
Joins page 10

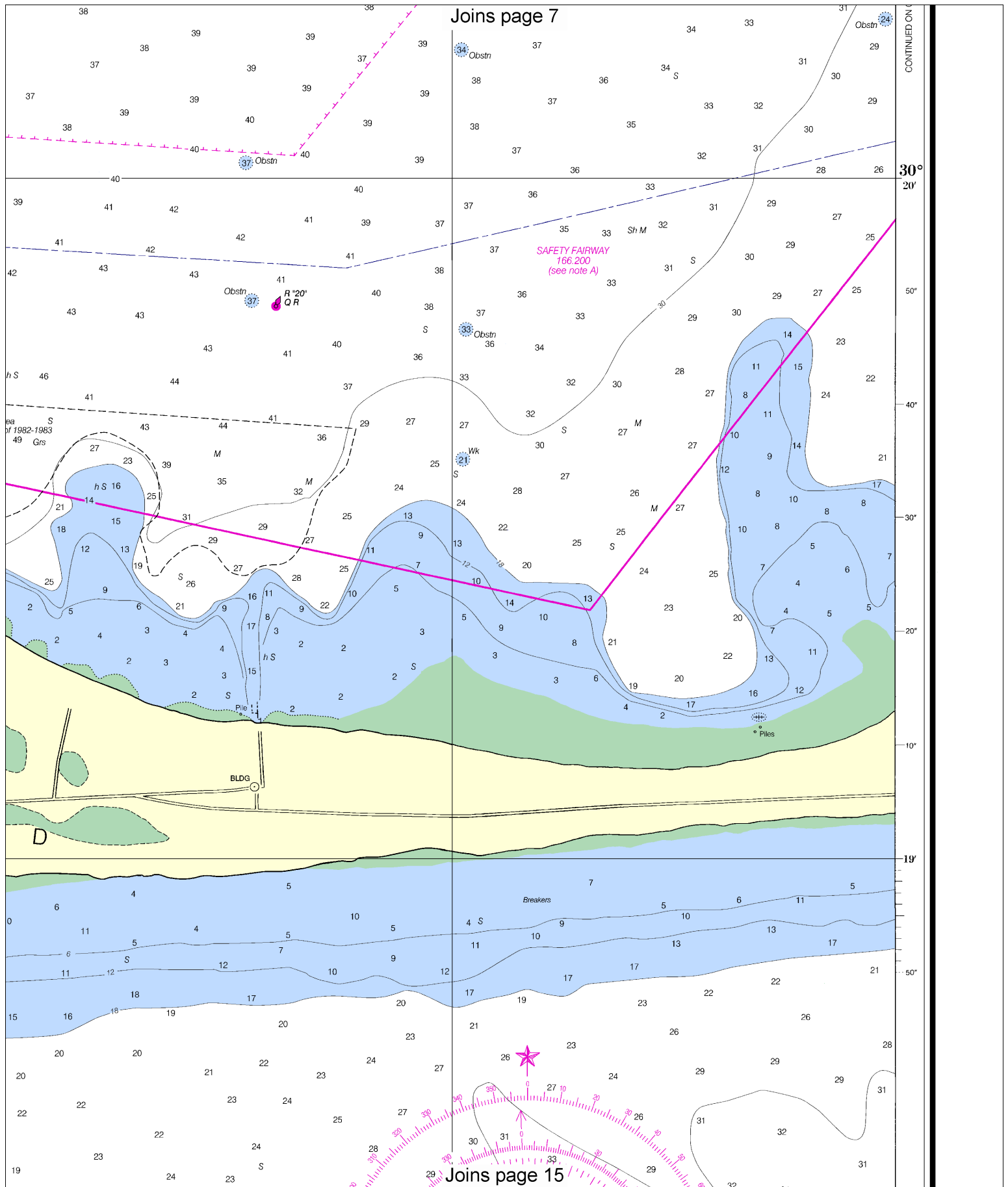


10

Note: Chart grid lines are aligned with true north.

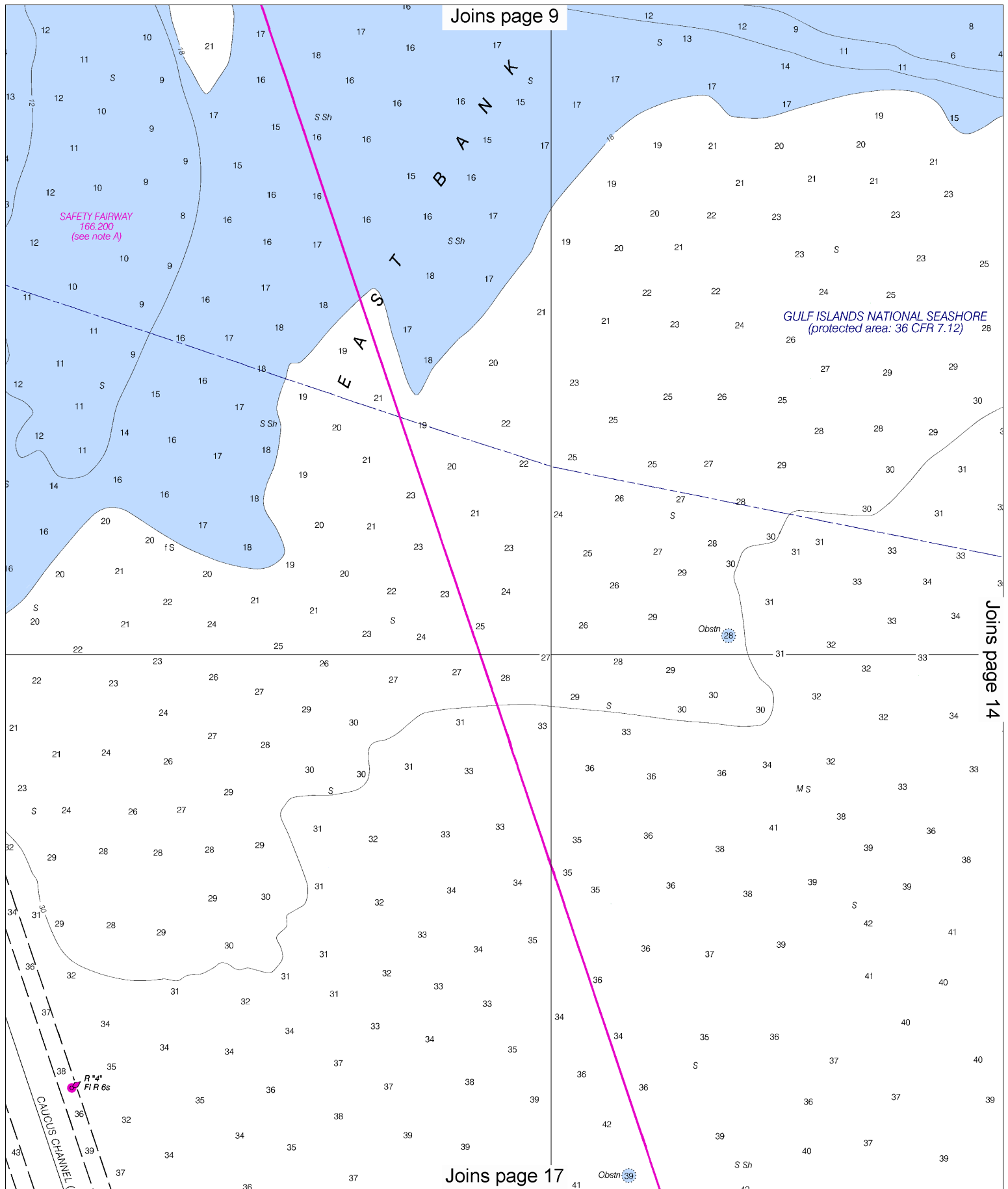
Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.

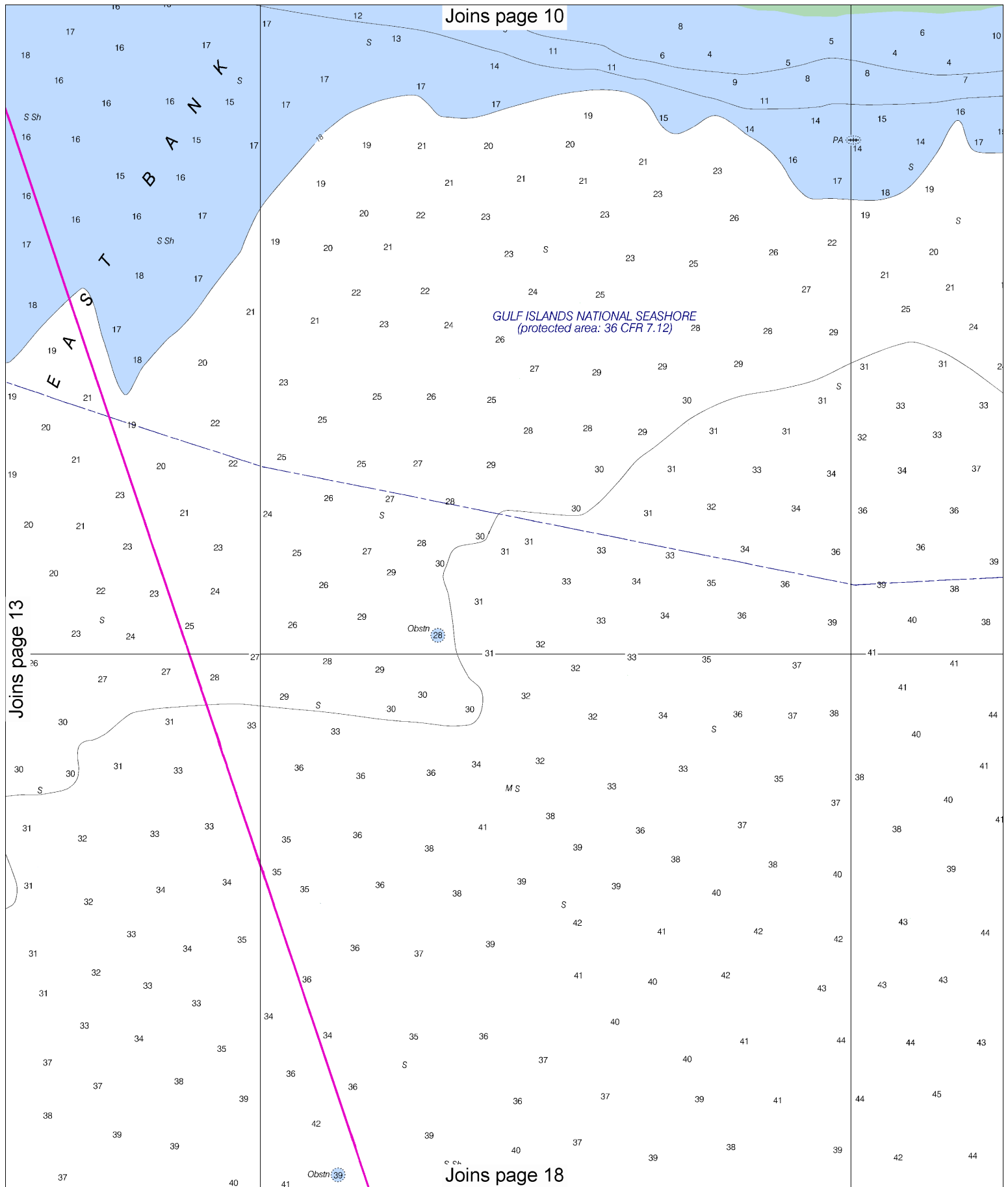










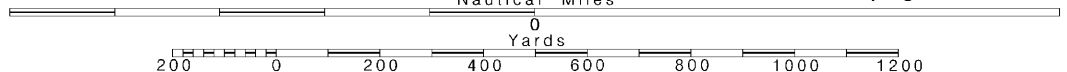


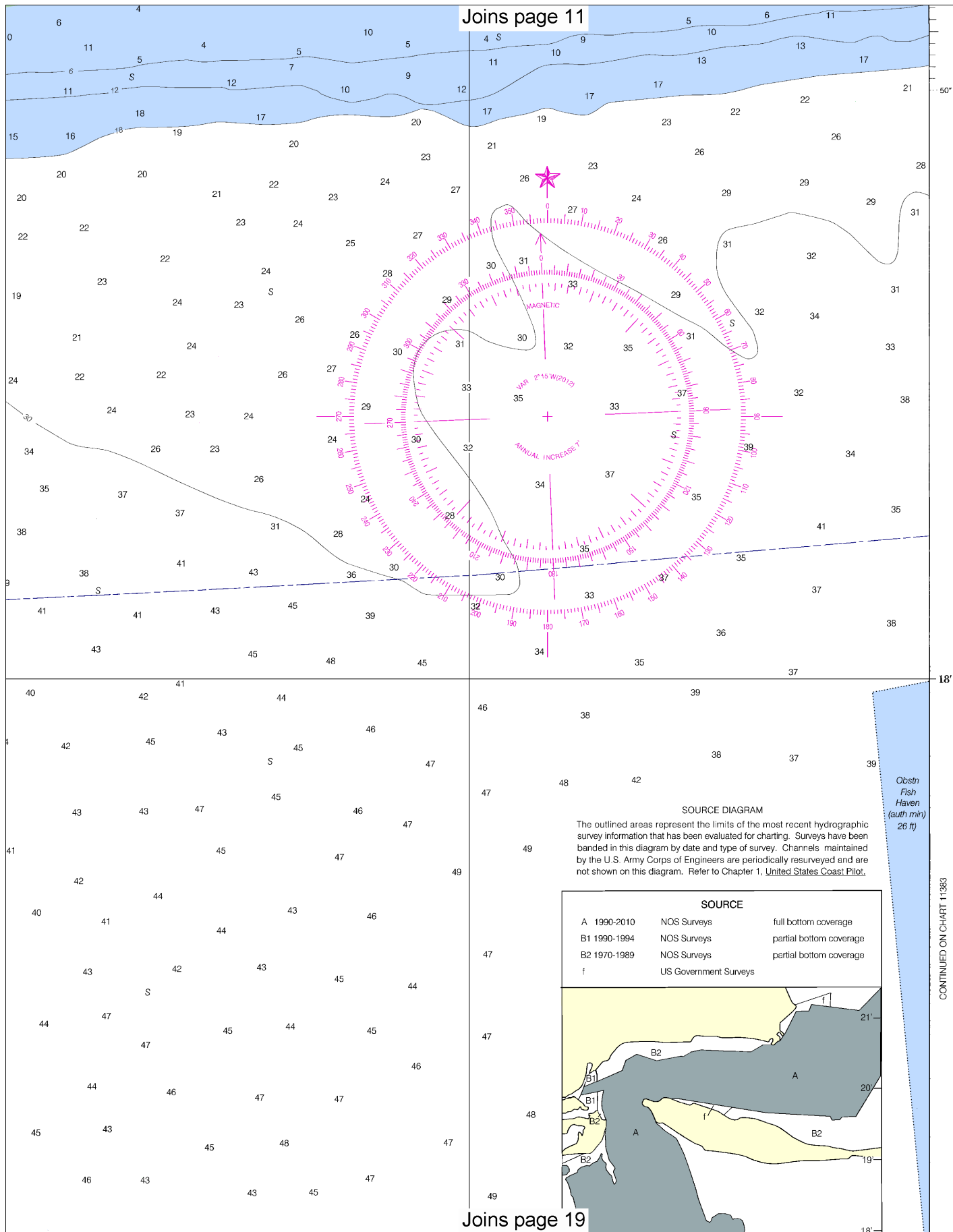
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

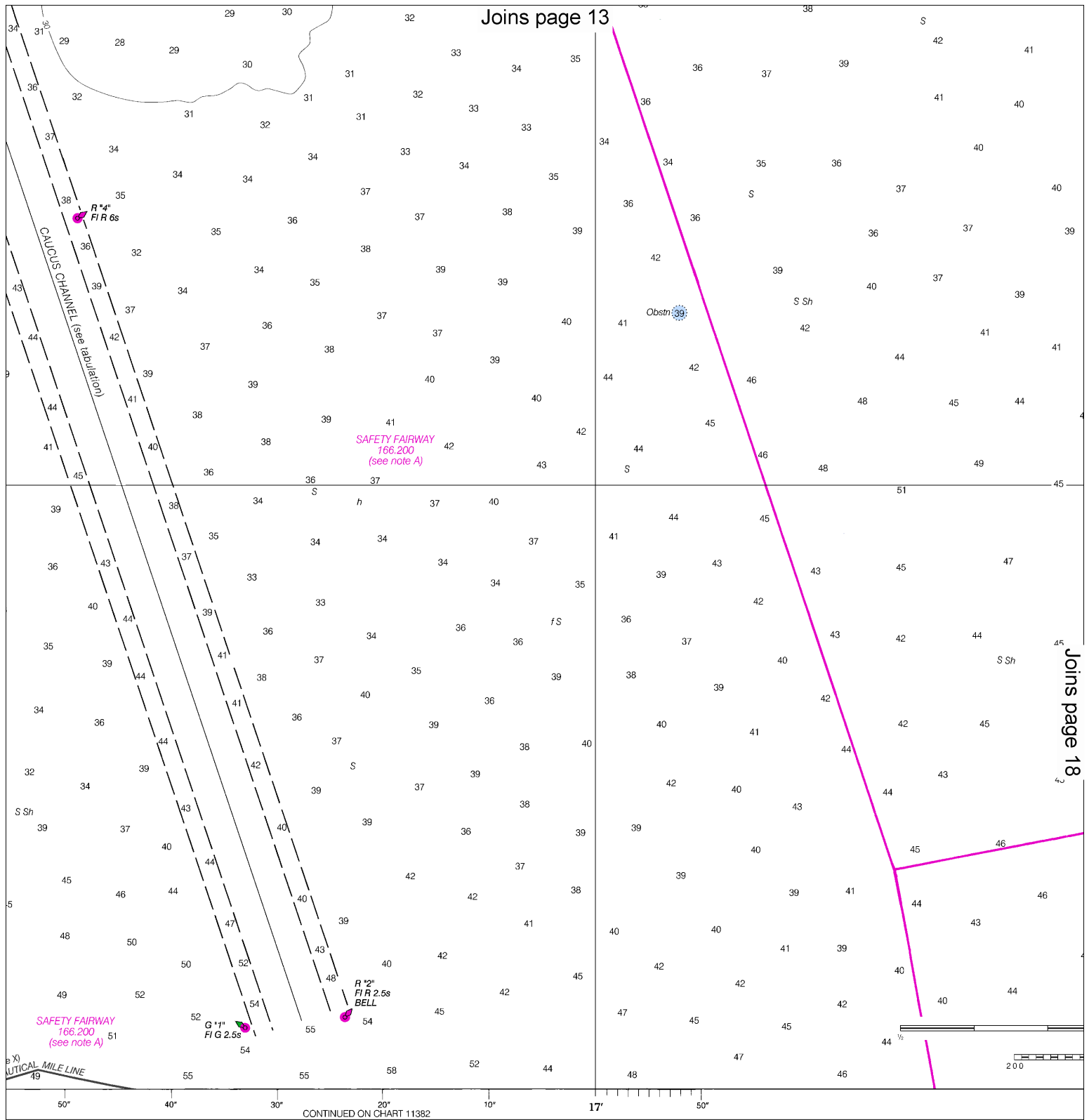
See Note on page 5.











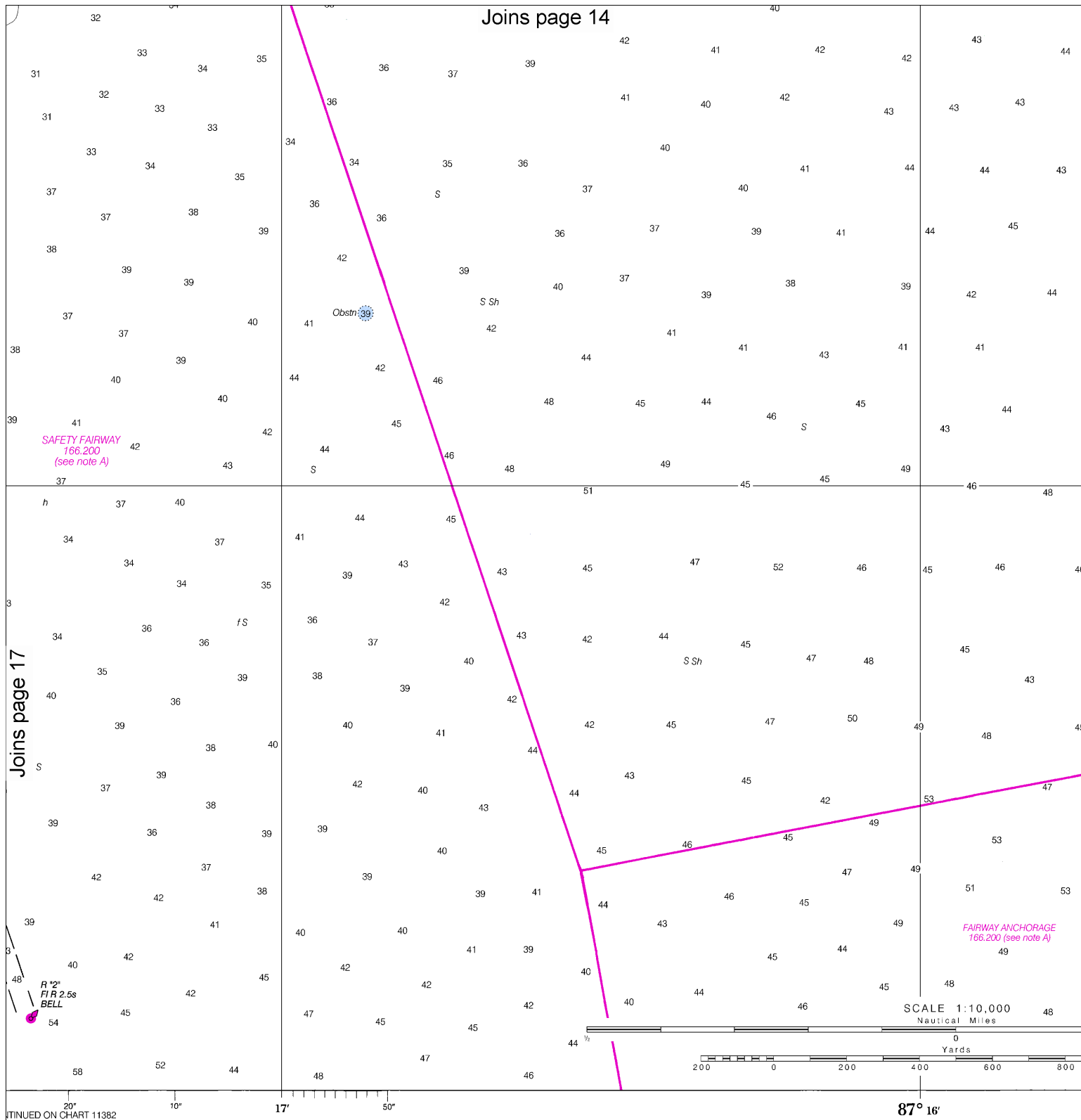
Joins page 13

Joins page 18

gation. The National  
ns, or comments for  
S2), National Ocean

## SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

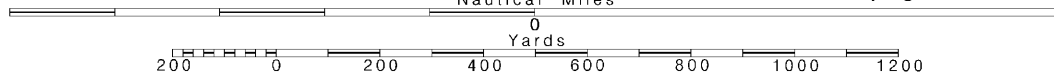
18

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

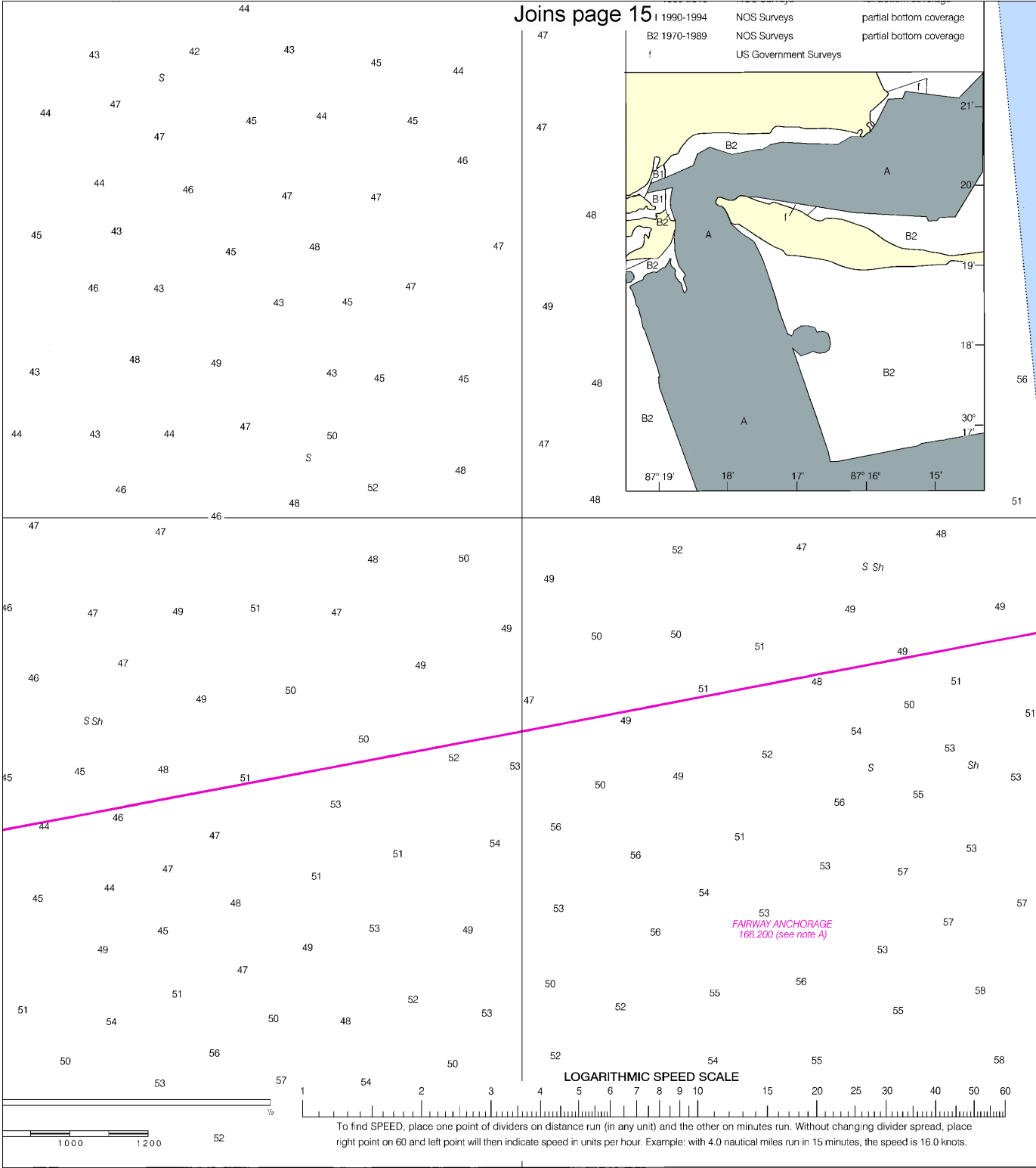
SCALE 1:10,000  
Nautical Miles

See Note on page 5.



1990-1994 NOS Surveys partial bottom coverage  
B2 1970-1989 NOS Surveys partial bottom coverage  
US Government Surveys

CONTINUED ON C



Pensacola Bay Entrance  
SOUNDINGS IN FEET - SCALE 1:10,000

11384



ED. NO. 37

NSN 7642014010139  
NGA REFERENCE NO. 11AH11384



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

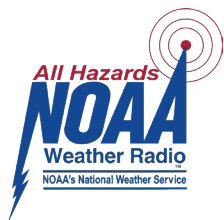
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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